

MORNING APPEAL.

SATURDAY FEBRUARY 5, 1879

RAILROAD REFORM.

THE EARNEST VOICE OF THE PEOPLE. IT HAD BETTER BE HEARD.

Nothing was ever more plainly to be seen than that the people of Nevada are aroused, and very much in earnest for a reconstruction of our existing system of railroad laws. The appointment of a committee of their foremost men by the citizens of Virginia, and the work done and time spent by the committee thus appointed means business. The fact is, this is the first session in which any serious effort has ever been made to offset the influence of an organized force of railway lobbyists in and about the Legislature. Hitherto the railroad companies have had everything their own way.

The present effort in the direction of reform, though very much in earnest, is guided by cautious and prudent counselling. There is a sturdy purpose underlying the movement to secure justice all round—that is to say, to secure better terms to the people without doing any injustice to the railroads.

It will prove to be the part of wisdom for the railroad managers and agents to move with and not against the stream. It will be the height of unwisdom for them to be instrumental in balking the will of the people.

WHAT THE INTERESTS OF THE COMSTOCK DEMAND.

The high tariff maintained by the Virginia and Truckee Railroad Company has had the effect of depriving the Comstock of the vast abundance of firewood and timbers lying contiguous to the Truckee River. Wood is landed at Reno (being floated down the Truckee), at \$2.50 to \$3 per cord. A reasonable rate of transportation to Virginia City would put this wood within reach of the lesser mines of the Comstock lode at \$5 to \$7 per cord.

It is stated by authority that the American Flat mines are many of them closed by reason of the high price of firewood and timber.

Shall the paramount interest of the State languish and decay when, but for the unreasonable exactions of the V. & T. Railroad Company the great and almost limitless forests which line the banks of the Truckee would be available to promote that interest? This is a question which is inseparable from the present movement.

Not only is the further development of the Comstock very closely related to this question, but the opening of and prospecting for mines in every part of the State. Railroads are organized and fostered by our State laws because of the comparative cheapness of transportation offered by them. Transportation by steam power is facilitated by the State because of the conveniences it places within the reach of the business community. Abused and misapplied as their privileges have been by the railroad companies doing business in this State, remedial laws are immediately requisite and essential.

A MONOPOLY OF SUPPLIES AS WELL AS TRANSPORTATION.

In the case of the Virginia and Truckee Railroad Company and its closely incorporated Wood Ring, the public interest is made to suffer in exact proportion as the people are deprived thereby of the advantages of competition in trade and freighting.

Having killed off all the small industries relating to the wood cutting interest, and having absorbed the same within itself, a very serious detriment ensues, not only to the wood-choppers themselves, but to the merchant who would otherwise sell them supplies, the smith who would mend their tools, the tavern keeper who would board them, and the ox-drivers who would help them in their work.

Having monopolized the saw-mill interest, this grasping monopoly has deprived a large class of citizens of an employment to which they have been reared; destroyed competition and become the sole dictator of the timber trade.

Being the sole occupants of these great fields, they make them both tributary to their railroad; and the law permitting such injurious practices, they carry their own wood and timber at their own price while practically excluding from the market the much needed supplies of those essentials which stand, unavailable, upon the banks of the Truckee.

Thus the paramount interest of the State is deprived of what most it stands in need through the rapacity of this greedy and all absorbing monopoly.

No wonder the people are aroused to earnest action!

No wonder, seeing the people thus aroused, that the railway people, instead of maintaining their old arrogant manner, are very busy at work to secure for themselves the most favorable terms!

THE MODERATE MEN IN THE LEGISLATURE.

With the exception of the mercenary (if there be any such), and the slavish tools of the corporations (if any there be), the railroads rely, mainly, upon the moderate railroad reformers of both houses. These, naturally enough, have allied themselves with the railroad men to prevent unreasonable legislation. Let not their purpose be misunderstood.

with them and attempting to trick them into inoperative and unconstitutional legislation, they will resent the attempted deceit with such vehemence of adverse and retributive action as it were not best to invite. A word to the wise is sufficient!

NEVADA AROUSED.

The great question of the People vs Railroads, says the San Francisco Stock Report, is now being fought out in Nevada. The Legislature is in session and the press and the people of the State are fully aroused and determined that now, if ever, they are going to have this interminable problem of fares and freights settled. And we believe they are right. By reason of her geographical position, Nevada is a greater sufferer from railway exactions than any State in the Union. Outside of one or two local roads which take their cue from the example around them, the railway system of that State is like the handle of a jug—all on one side. The Central Pacific crosses it from eastern to western border, and its trains pass across the State merely, as it would seem, as a matter of convenience—to the trains. The people who live along the line of that road and the towns which are situated beside it are seemingly entitled to no more consideration from the railroad company than if they didn't exist. We quite agree with the Nevadans that it is time for their State to assert its right, and we are not surprised that the people are this time going for blood. The other day, a friend of a Nevada editor wrote him a letter from this city for his personal information foreshadowing California politics. The editor replied in course of time, "I don't care a— for California politics, or any other politics. Up here we haven't any idea but 'Railroad.' We have railroad on the brain, and have resolved to discuss no other subject until the Legislature passes a bill to reduce fares and freights, or we'll hang, draw and quarter the Legislature." This is a Comstock-like threat against the Legislature, but it goes to show that the people up there are dead in earnest. This railroad question is the one idea that absorbs their thoughts, and they will permit of no distracting elements until that question is settled. They are right. Referring to the Central Pacific and its treatment of Nevada, there can be no two opinions. The system they have on through freights, of charging from New York or Chicago to Sacramento, and then a special rate back from Sacramento to Reno, before the Nevada man can get his goods, is simply an injustice and an outrage, irreconcilable with common sense or common equity. It is an absurdity on its face and it ought to be suppressed by the State, and if not by the State, by the United States, and if not by the United States by the people "à la armée." The common railroad excuse, that their Eastern connections impose this obligation upon them should not weigh a feather. What have Nevadans to do with Eastern railroads or their connections? If they want to ship goods from Omaha, or Cheyenne, or Salt Lake to Elko or Reno what business is it of the Vanderbilt roads, or the Jay Gould roads, and what right have Stanford & Co. to consult those roads about it? We sincerely hope that the Nevadans and their press will stick and hang to this question until they accomplish their purpose through the voice of public opinion, and the power of the Legislature. If both these fail—well, there lie the bridges and the track.

MALICIOUS MISCHIEF.—Says the Silver State of Wednesday: The passenger train which passed here yesterday, ran off the track above Elko last evening. Some fiend in human shape, who probably had a grudge against the railroad company or some of the train men, changed the switch at the eastern end of the Elko yard, and the train, which was running at the rate of ten or twelve miles an hour, and accelerating its speed with every revolution of the locomotive wheels, ran off the track. Fortunately nobody was injured, but the crime of opening the switch is no less on that account, as the cars might have telescoped or upset and killed or crippled train men and passengers. This is the third or fourth time in the past three or four weeks that trains have been run off the track on the Truckee and Humboldt division by men who ought to be at hard labor in the State Prison. It is greatly to be regretted that the wretches cannot be detected and prosecuted.

GLASS IN HIS FOOT.—Says the Silver State of Feb. 5: Some twenty-six years ago, Richard Treaskie, well known in Silver City, Idaho, as "Uncle Dick," had one of his feet cut by stepping on a piece of broken glass. The doctor who attended him sewed up the wound, which healed in a few weeks, but caused him considerable pain at times, until finally it became unbearable. A few days ago he arrived here from Silver City, and had the foot examined by Dr. Bogman. Yesterday the Doctor made an incision just below the ankle and extracted a piece of glass about a fourth of an inch wide and perhaps three-eighths of an inch long, from the foot, where it had been for twenty-six years. During that time the glass had shifted its position about six inches, working back and upward from the toes to the ankle.

GUS ABE AND HIS PRISONERS.—United States Marshal Ash, of Nevada, arrived at the Albany Penitentiary with Bell and Wilson, two mail robbers, convicted for life imprisonment at Carson City. Marshal Ash remained at the Penitentiary until they had been transformed and arrayed like the other prisoners, when, on bidding them goodbye he handed to each six silver dollars, for the purchase of tobacco or other articles. In return, both prisoners requested the Marshal to give their best regards to their friends upon his return.

THE LEWIS BILL.

We herewith reproduce the bill regulating freights and fares on the Central Pacific, as drawn for the Citizens' Committee of Virginia City by Hon. J. F. Lewis:

An Act to Regulate the Charges for Carrying, Receiving, Handling and Storing of Property by Inter-State Railroads within the State of Nevada, and Prescribing Penalties for the Violation of its Provisions.

The People of the State of Nevada, represented in Senate and Assembly, do enact as follows:

Section 1. It shall be unlawful for any person, persons, company or corporation engaged in carrying or transporting property by railroad from points beyond the boundaries of this State to any point within this State, or from within this State to points without the same, to carry or transport such property beyond the place of its final destination within this State; or to carry any such property in any direction other than that of its final destination; or any greater distance than is actually necessary to enable such person, persons, company or corporation to deliver such property at its destination, or terminus of such railroad.

Sec. 2. It shall be unlawful for any such person, persons, company or corporation to charge, demand, collect or receive a greater compensation for carrying or transporting property from without this State to any point upon the line of such railroad within this State than is charged by such carriers for carrying or transporting goods or property of like character from the same point of shipment over the entire road. And it shall be unlawful for such carrier or carriers to charge, receive, collect or demand a greater compensation for carrying or transporting property received by it at any point within this State, to be transported or carried to any point beyond the limits of this State, than is charged or collected by such carrier or carriers for carrying or transporting similar property for the same destination over the entire road; provided, however, that in no case shall the compensation so charged in the case above mentioned exceed the sum of 6 cents per ton per mile for each mile such property may be actually carried within this State; provided, further, that only a reasonable compensation shall be charged for handling or storing such property within this State by such carrier or carriers.

Sec. 3. It shall be unlawful for any such person or persons, company or corporation, directly or indirectly, to charge to or receive from any person, persons or corporation any greater or less rate or amount of freight, compensation or reward than is charged to or received from any other person, persons or corporation for like services in the carrying, receiving, delivering, handling or storing of property so as aforesaid carried or to be carried over such railroad. And all persons, companies or corporations engaged as aforesaid shall furnish without discrimination the same facilities for the carriage, receiving, delivery, storage and handling of all property of like character carried by him, them or it, and shall perform with equal expedition the same kind of service connected with the transportation thereof as aforesaid. No break, stoppage or interruption, nor any contract, agreement or understanding shall be made to prevent the carriage of any property from being treated as one continuous carriage from the place of shipment to the place of destination, unless such stoppage, interruption, contract, agreement or understanding be or was made in good faith for some practical and necessary purpose, without any attempt to avoid or interrupt such continuous carriage, or to evade any of the provisions of this Act.

Sec. 4. It shall be unlawful for any person or persons, company or corporation engaged in the carrying or transportation of property, as provided in the first section of this Act, to charge or receive any greater compensation per car-load of similar property for carrying, receiving, storing, forwarding or handling the same for a shorter than for a longer distance in one continuous carriage.

Sec. 5. That each and every act, matter or thing in this Act declared to be unlawful is hereby prohibited; and in case any person or persons, company or corporation, engaged as aforesaid, shall do, suffer or permit to be done any act, matter or thing in this Act prohibited or declared to be unlawful, or shall omit to do any act, matter or thing in this Act required to be done, such person, persons, company or corporation shall forfeit and pay to the person or persons who may sustain damage thereby, a sum equal to five times the amount of the damage so sustained; to be recovered by the person or persons so damaged in any of the Courts of this State having jurisdiction of the sum so claimed; and in all cases where damages are so claimed the person so claiming the same; his successor or assigns may unite all causes of action, which he or they may have for the violation of any of the provisions of this Act, in one action or complaint; and service of summons in said actions for damages may be made on such person, persons, company or corporation by the delivery thereof, with a certified copy of the complaint, to any agent of such person, persons, company or corporation, or to any person having charge or control of any office of said person, persons, company or corporation within this State. And any such person employed by him, it or them in receiving or shipping freight within this State; and the time for appearance of such defendant shall be as in other cases provided by the Practice Act of this State. And any such person, persons, company or corporation shall, for the violation of any of the provisions of this Act, forfeit and pay a penalty of not less than \$2,000, to be recovered in the name of the State of Nevada, by action in any of the District Courts of this State, together with \$500 in addition thereto, to be paid to the informer. And it shall be the duty of every District Attorney in this State to institute an action for the recovery of any such penalty upon information given to him of the violation of any provision of this Act; and of the penalty recovered in any action twenty per centum thereof shall be paid to the District Attorney prosecuting said action, and the balance shall be paid into the State Treasury. And all legal costs and expenses incurred or to be incurred by the prosecution for the recovery of such penalties shall be paid out of the Treasury of the county where said action may be prosecuted, as in criminal actions. Said costs and expenses, however, shall be recovered against the defendant in such actions when judgment is rendered against defendant for said penalty.

Sec. 6. Nothing contained in this Act shall be taken or construed as in any way abridging or controlling the rates of freight or compensation charged by such person, persons, company or corporation for carrying, handling, storing or receiving property which is shipped from beyond the boundaries of this State through or across the State to a point beyond or without the boundaries thereof.

Sec. 7. All Acts and parts of Acts in conflict with this Act are hereby repealed.

The committee decided to recommend the passage of the bill as amended. The clause providing for the payment of \$500 to the informer was inserted by request of Mr. McCarthy, and the clause providing for the \$2,000 penalty was inserted on motion of Mr. Gillig, instead of \$1,000.

NEW ADVERTISEMENTS.

Silver Star Dramatic Company, OF VIRGINIA CITY, WILL APPEAR IN CARSON AT THE OPERA HOUSE, Comedy & Farce

WEDNESDAY AND THURSDAY, Feb. 12th and 13th.

CHANGE OF PROGRAMME EACH NIGHT. February 7th, 1879.

CHURCH FAIR AND FESTIVAL! THE LADIES OF

St. Theresa's Catholic Church WILL HOLD A FAIR AND FESTIVAL

AT THE OPERA HOUSE.

WEDNESDAY, THURSDAY, FRIDAY AND SATURDAY EVENINGS, FEBRUARY 5, 6, 7 and 8, AT 7:30 P. M.

A Cordial Invitation is Extended to All.

Lunch on Thursday, Friday and Saturday, FROM 11 A. M. to 2 P. M.

MUSIC, VARNEY'S BAND.

ADMISSION.....FIFTY CENTS

CARSON OPERA HOUSE.

MR. THOMAS MAGUIRE.....MANAGER

For Two Nights Only! MONDAY

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February 10th and 11th.

HAILED BY THE COMMUNITY THE BEST!

BARLOW, WILSON, PRIMROSE AND WEST'S

MINSTRELS!

Great Last Season!

This Season Greater!

THE CROWNING CLIMAX OF MINSTRELS. New Novelties, Musical Gems and Laughable Acts, on this our second regular tour.

AN ENTIRE NEW COMPANY!

In the most elegant, chaste and refined programme ever presented by a minstrel organization. For list of company and specialties given, see descriptive bills.

ADMISSION.....\$1.00

No extra charge for reserved seats. Box sheet is now open at Dooly's.

B. W. P. & W., Sole Proprietors.

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An Acknowledged Scourge to Any People or Country.

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DENTIST,

Continues to practice his profession as a Dentist in Carson City; therefore all who desire to avail themselves of the services of an able operator, can do so without fear of disappointment at his office. Indeed, any operation of value to the patient, known to the profession, will be delineated upon, and practiced by him with special care.

Whole Crowns of Teeth Built up, or Any Part thereof, to their Natural Size and Shape.

By his magic hand, rendering them not only beautiful but lasting. In proof of this, the Doctor refers, with pride, to scores of living witnesses in and around Carson, among whom are many of the wealthiest and most influential persons in town. A few only will be sufficient to mention, who have kindly given me their names as testimonials to the above statements.

JOHN T. PANTLIER, Proprietor of Ormsby House. J. T. PANTLIER, Gen. Freight Agent, V. & T. R. R. DR. L. A. HARRICK. T. D. EDWARDS. E. M. HILVER, Judge U. S. District Court

Office over the Carson City Savings Bank, Carson City, Nev. jan 3

SPECIAL NOTICE.

Great Reduction in Prices, owing to the decline in the Eastern Market.

E. B. RAIL,

OPPOSITE CAPITOL BUILDING, CARSON.

IMPORTER AND WHOLESALE AND

HARDWARE,

Iron, Steel, Coal, Rope, Powder, Shot, Fuse, Wedges, Axes, Saws, Chaps, Sledges, Axes, Vises, Bellows, Lace Leather

GLASS AND CROCKERY WARE,

Bar Fixtures, China Sets, Lamps, Chandeliers, Mirrors, Lanterns, Etc. Etc., Etc.

Agricultural Implements,

Plows, Harrows, Gang Plows, Reapers, Mowers, Wheat Rakes, Cultivators, Etc., Etc.,

Paints, Oils & Brushes,

Coal Oil, Paint Oil, Turpentine, Varnish, White Lead, Rubber Paint, Chemical Paint, Lead Oil, Machine, Castor, Neat Foot Oil, Alcohol, Etc., Etc.,

STOVES, RANGES, TINWARE,

Medallion and Laurel Ranges, Buck's and other Brands of Stove

Pumps, Hose and Pipe, Doors, Windows, Blinds and Glass, Wood and Willow Ware, Bird Cages, Pistols, Guns, Cartridges, Water, Gas and Lead Pipe.

House Furnishing Goods.

Brass and Steam Goods.

Practical Plumbers and Tinsmen to do roofing and man

ufacturing of all kinds Tin and Iron Ware

Call and Get Prices—Cheap for Cash. E. B. RAIL.

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NEW ARRANGEMENT!

THE UNDERSIGNED, NOW THE SOL

Stone Market,

NORTH CARSON STREET,

Next to Gilson & Barber's Grocery Store.

Is prepared to furnish his old customers and the public with the choicest Roasts, Steaks, and Cutlets of

Beef, Mutton, VEAL,

Pork and Lamb;

CORNER BEEF, SAUSAGE, BOLOGNAS, AND HEAD CHEESE.

EST Prices to suit the times. EST Give me a call. EST

Carson, January 8th, 1879. MARTIN NETH.

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Liberal Margins allowed on Approved Stocks. EST

San Francisco Correspondent.....Latham & King Carson, September 1, 1877.

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INFANTS' CLOTHING OF ALL KINDS.

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A Full Line of Ladies' Furnishing Goods direct from New York.

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MRS. S. A. TEMPLE, Agent, Virginia Street, Reno, Nevada.

October 7th, 1878.